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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Seven rows of trenches have been excavated around the villages of Barutin (N 41-36, E 24-11), Lyubcha (N 41-37, E 24-06), and Dospat (N 41-39, E 24-10), all in Devin Okoliya. Five of these rows of trenches are disposed around Barutin and Lyubcha and two around Dospat, as follows:

- a. Three rows between the villages of Barutin and Lyubcha; the first row about one kilometer northwest of the west side of Barutin village on the dirt road which leads to Lyubcha; the trench starts from the north side of the road at the end of a forest, crossing the road, and continues on the south side of the road up "Ray Burdo" Hill to the top of it; this trench is approximately 800-1,000 meters long; at the top of the hill the trench separates into two trenches one of which turns west and the other south, both being approximately 800 meters long; these three rows of trenches have the following dimensions: 1.2-1.5 meters deep, one meter wide at the top, 80 centimeters wide at the bottom; the walls of these trenches are reinforced by a network of branches and include emplacements for riflemen;
- b. The fourth row of trenches is in the "Kuravoto" area, east of the village of Barutin; it starts approximately 300 meters from the east end of the village, runs in a southeast direction and is 400-500 meters long; its dimensions and structure are the same as those described in a. above;

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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- c. The fifth row of trenches is situated north of Barutin, in the "Chukata" area; it is excavated into the heights above the road which connects Barutin and Dospat and is situated 200-400 meters from the road which crosses the Dospat River; the trenches start 2.5 kilometers north of the bridge at Barutin and runs southward and then east; it is 1,200-1,500 meters long and has the same dimensions as those described in a. and b. above, but the walls are lined with branches and rocks piled one on another; there are also emplacements for riflemen here;
 - d. The sixth row of trenches is situated around Dospat village and starts almost immediately at the village, above the barracks located on the north side of Dospat; from here it runs along the heights which parallel the Dospat-Devin road; because of the terrain, the trenches run at times close to the road and other times 100-300 meters or more from the road; it then runs on the north side of the road reaching north of the village of Kusak (N 41-38, E 24-13), in the direction of Zmeitsa (N 41-39, E 24-15); this row of trenches is more than three kilometers in length and has the same construction characteristics as those mentioned in a. above; and
 - e. The seventh row of trenches is situated approximately 1.5 kilometers north of Dospat, on the road to Batak (N 41-57, E 24-13); it runs along the hills located on the east side of the road; its construction characteristics are the same as those mentioned in a. above.
2. Many trenches have been excavated between and around the villages of Satovcha (N 41-37, E 23-59), Lyubcha, Barutin, Dospat, Kusak, and Zmeitsa, but informants could give no further details concerning them.
 3. Five bunkers are located around the village of Barutin, as follows:
 - a. The first bunker is situated at the head of the first row of trenches, between Lyubcha and Barutin, close to a forest and very near the trenches;
 - b. Three bunkers are situated on the east side of the Barutin-Lyubcha dirt road, very close to the east side of the first row of trenches; and
 - c. The fifth bunker is situated immediately in front of the fifth row of trenches located above the road to Dospat.
 4. These bunkers are 3 x 3 meters in size and approximately 2.2 meters high. The walls of the bunkers are lined on the inside with small beams. The same type of beams are also placed on the top of the bunkers and are covered with earth so that they are not readily observable. With the exception of the one located above the road to Dospat, the bunkers do not have any firing embrasures and informants believe that they may be used for storage, or shelter. The entrance to the bunkers consists of a ditch 2-2.5 meters long and 80 centimeters wide which is closed at the bottom by a door. The bunker located above the road to Dospat has firing embrasures on the sides facing the road and the river.
 5. There are six groups of tank barriers around the villages of Barutin and Dospat, as follows:
 - a. The first one is on the Barutin-Dospat road, approximately three kilometers from Barutin;
 - b. The second one is on the Dospat-Batak road, approximately 300 meters from the north end of Dospat;
 - c. The third one is on the same road, 1.5 kilometers from the north end of the village of Dospat;

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- d. The fourth is on the same road, approximately four kilometers from the north end of Dospat;
- e. The fifth one is on the same highway, approximately nine kilometers from the north end of Dospat; and
- f. The sixth one is on the Dospat-Gotse Delchev road, approximately 100-200 meters from the last houses on the west end of Dospat.

All of the above tank obstacles are of a new type not previously observed by informants.

6. The first type of tank barrier observed by informants consists of three cement blocks, one of which is movable and two of which are stationary. The movable block and one of the stationary ones are on one side of the road, two meters apart, and the other stationary block is on the other side of the road. The movable block has the following dimensions: length, four meters; width, two meters; height, 1.8-2 meters. This block has primitive-type wheels by means of which it can be moved to the center of the road. On the bottom of these blocks there are four pairs of flat irons, two in front and two in back. Each pair of irons are 50 centimeters apart and they extend 15 centimeters from the bottom of the block. The lower part of every pair of irons is connected with iron axles about four centimeters in diameter. A wheel 20 centimeters in diameter is attached to this axle so that the block can be moved easily by hand. This whole block is, as it were, suspended in the air, since the wheels are 10 centimeters above the ground. In this position the block is supported by four angular irons, two in front and two in back, which are 1.5 meters long and two centimeters thick. One end of the irons is stuck in the cement block and the other in the ground, so that the block does not touch the ground itself. The whole block is on a slightly inclined plane so that the front irons slant slightly forward. The block is placed right on the edge of the shoulder of the road. If the four angular irons which support the block are removed or bent, the block will touch the ground and, because of the inclined plane and its own weight, it will start rolling on the wheels and will move into the center of the road. The stationary blocks are located as follows: one, approximately two meters from the movable block; the other, immediately facing it, on the other side of the road. These stationary blocks are two meters wide, two meters long, and two meters high. These blocks are placed in such a way that they cover about 50 centimeters of the road. One of the stationary blocks, together with the movable block, is aimed at barring the road and the other stationary block is to cover the space left open when the movable block has been rolled onto the road so that it becomes impossible to go around the barrier.
7. The second type of tank barrier consists of eight elements: four stationary iron-cement blocks placed in pairs on both sides of the road, at a distance of about two meters from each other and three meters from the road, and four piles of stones placed on a triangular wooden support. The stationary blocks are 1.5 meters wide, 1.5 meters long, and 1.8-2 meters high. These blocks cover between 80 centimeters and one meter of the road. The movable blocks are located about two meters from the first stationary block and two meters from the second one. With regard to the movable blocks, from below is placed a triangular wooden framework consisting of three small connected logs each one about 1.2-1.4 meters long and 30-35 centimeters in diameter. The first two logs are joined together side by side and are connected by iron bolts 2.5-3 centimeters thick. In front of these logs and above them, parallel to the highway, there is a third log which is connected to the other two by bolts. In this manner a triangle is formed which is inclined toward the road and is held in position by a rock about 25-30 centimeters high, located underneath the third log. Over this wooden framework there is a solid mass of rocks and concrete weighing 500-1,000 kilograms. If, then, the four movable concrete blocks are moved between the four stationary blocks, a road barrier is formed making it impossible for vehicles to pass.

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8. The following legend refers to a sketch showing fortifications in the Dospat and Barutin areas and included as an Appendix on page 5:

✚ Tank Obstacles

∩ Trenches

⬠ Earth Bunkers

A. "Ray Burdo" Area

B. "Chukata" Area

C. "Kuravavoto" Area

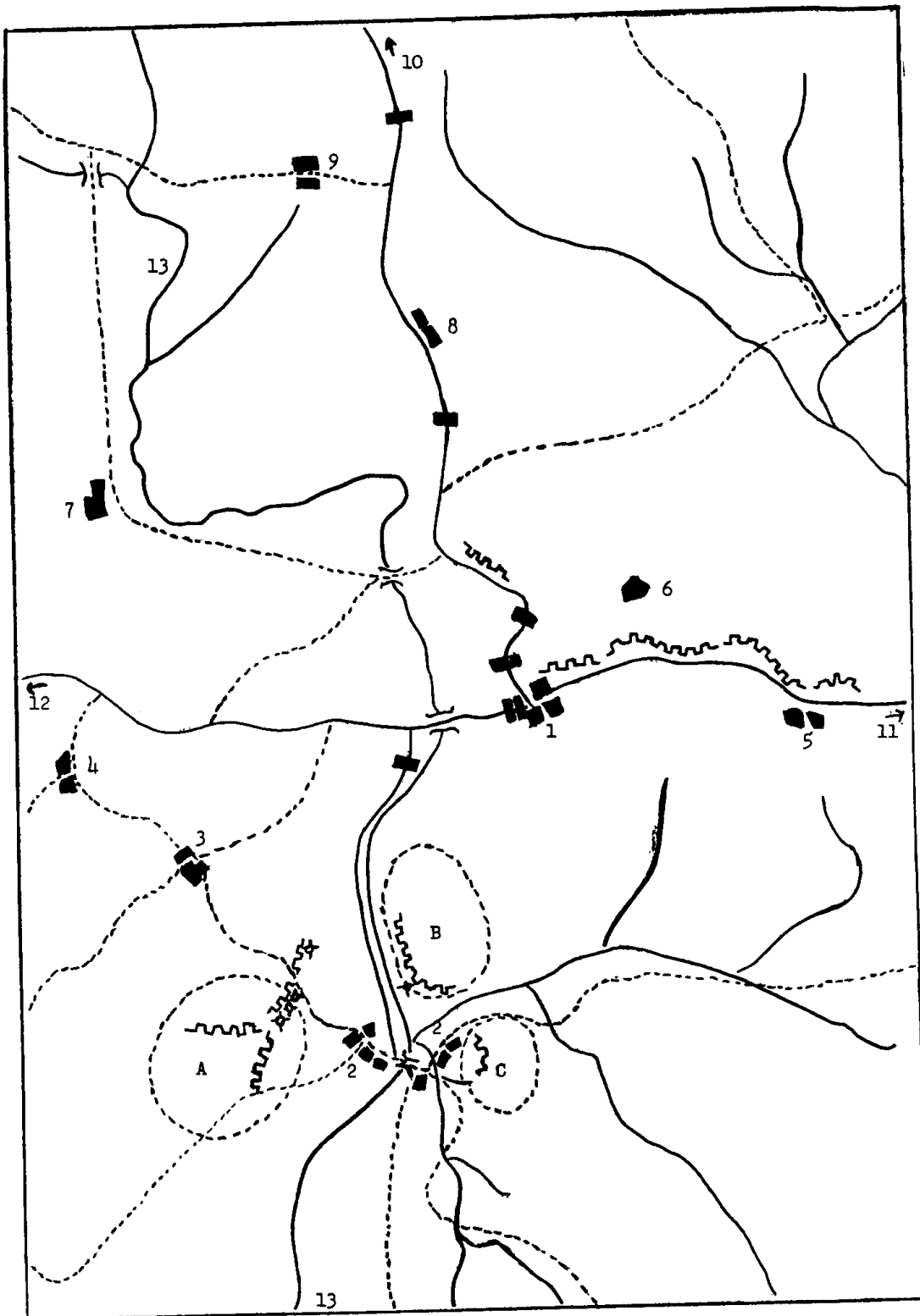
1. Dospat village
2. Barutin village
3. Lyubcha village
4. Osina village (N 41-38, E 24-05)
5. Kusak village
6. Enikiyoy village (sic)
7. Peteltsi village (sic)
8. Khalayklar village (sic)
9. Barduche village (N 41-42, E 24-06)
10. Road to Batak
11. Road to Devin
12. Road to Gotse Delchev
13. Dospat River

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